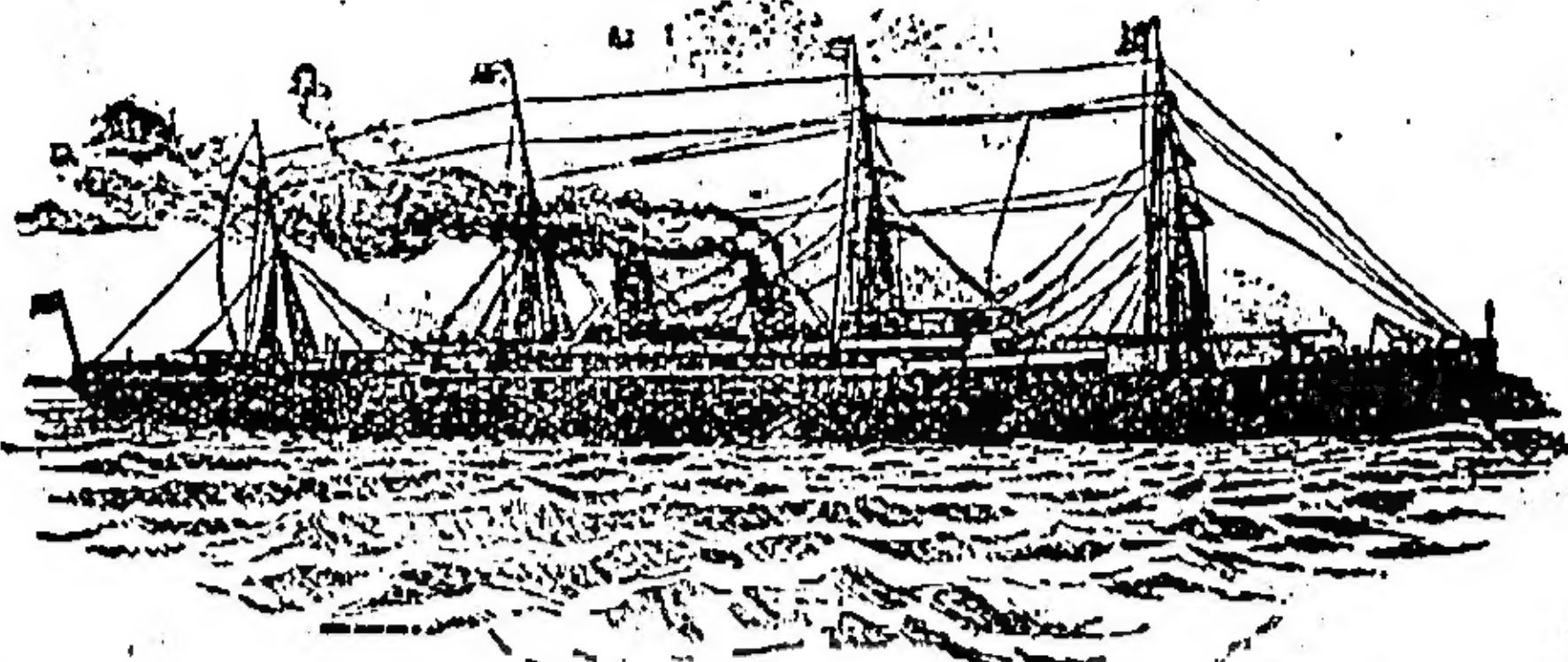


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CITY OF PEKING"	SATURDAY, 22nd August, at Noon.
"DORIC"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"COPTIC"	SATURDAY, 26th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.
"GAREIC"	WEDNESDAY, 28th October, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1901; 10 days, 15 hours.

The T.K.K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 14th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 4th August, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 26th August.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 23rd September.
"TARTAR"	4,425	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 21st October.
"ATHENIAN"	3,882	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 16th December.
"TARTAR"	4,425	WEDNESDAY, 30th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 23th June, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo, at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BADENIA	HAVRE and HAMBURG.	12th August.
Sithonia	(Calling at SINGAPORE and PENANG.)	Freight.
Hildebrandt	HAVRE, ANTWERP, and HAMBURG.	29th August.
KONIGSBERG	(Calling at SINGAPORE and COLOMBO.)	Freight.
Mayer	HAVRE and HAMBURG.	12th Sept.
ANDALUSIA	(Calling at SINGAPORE and PENANG.)	Freight and Passengers.
von Döhrn	HAVRE and HAMBURG.	23rd Sept.
ABESSINIA	(Calling at SINGAPORE and COLOMBO.)	Freight.
Filler	HAVRE and HAMBURG.	7th October.
ARABIA	(Calling at SINGAPORE and PENANG.)	Freight.
Bahle	NEW YORK	about middle of August.
	VIA SUEZ CANAL.	

For further Particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 31st July, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338	G. F. Morrison, R.N.R.
"FATSHAN"	2,260	A. W. Dixon.
"HANKOW"	3,073	C. V. Lloyd.
"KINSHAN"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5-30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7-30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7-30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7-30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 569 tons, Captain R. D. Thomas.
S.S. "SAINAM" 588 " " " " B. Branch.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 4th August, 1903.

Intimations.

WILLIAM POWELL, LIMITED.

THE SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above-named Company will be held at the COMPANY'S PREMISES, No. 28, Queen's Road Central, TO-MORROW, the 5th August, 1903, at NOON, to receive the Report and Statement of Accounts for the year ending 30th June, 1903, electing Directors and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to the 5th August, both days inclusive.

By Order of the Board of Directors,
R. G. HECKFORD,
Manager.

Hongkong, 4th August, 1903.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the FIFTEENTH day of AUGUST next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1903.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd July, 1903.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED on SATURDAY, the FIRST, to the FIFTEENTH day of AUGUST next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd July, 1903.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 24th August, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 30th July, 1903.

THE EASTERN EXTENSION & GREAT NORTHERN TELEGRAPH COMPANIES.

SEPARATE WORKING ARRANGEMENTS.

THE Public is hereby notified that the JOINT SERVICE of the Eastern Extension and Great Northern Telegraph Companies will be DISCONTINUED FROM THE 1ST AUGUST, from which Date each Company will have its own Separate Counter where Telegrams will be accepted for Transmission by either Company's Lines.

For The Great Northern Telegraph Company, J. M. BECK, Superintendent.
For The Eastern Extension Telegraph Company, O. NIELSEN, Superintendent.
Hongkong, 29th July, 1903.

THE LONDON DRAPERY STORE, HONGKONG.

THE above will be opened as soon as the necessary arrangements can be made at an Establishment for the sale of

GENERAL AND FANCY DRAPERY GOODS

suitable for the climate, and will be fitted with the

NEWEST MODERN FIXTURES AND FITTINGS

as now used in the Great Bon Marchés of Paris and London.

Further particulars will be given later.

Hongkong, 28th July, 1903.

[9016]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[5736]

THEY HAVE ARRIVED

57

HEINZ

of good things for the table.

Do you know

that HEINZ SWEET PICKLES are known throughout the world for their delicate aromatic flavor and distinctive virtues?

THE MUTUAL STORES,
25, Des Vœux Road Central.

Hongkong, 29th June, 1903.

[5536]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[13396]

GO TO THE
KOWLOON HOTEL,
FRANK F. JEWELL, KOWLOON. J. W. OSBORNE, Proprietor.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,
VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & CO.
CONNAUGHT HOUSE.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.
40, QUEEN'S ROAD, Watson's Building.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902.

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 20, Connaught Road Central.

Hongkong, 9th February, 1903.

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Hongkong, 30th July, 1903.

[7776]

FOR THE SUMMER.

THE HONGKONG DISPENSARY.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL

A COMMITTEE of the Planters'-Society at Havana has made a report on a special method of growing sugar cane which has been tried there. It consists of planting the cane in rows four yards apart, each plant or group of shoots being three yards from the next, thus allowing the roots and foliage full scope. Only those shoots and pieces of cane which are fully grown are cut, the smaller ones being left to ripen. The committee says by this means the yield to the acre is enormously increased. It is said the yield in weight of cane of a piece of land on which the experiment was made was 100 per cent. greater than is obtained by the present method, by which the cane is grown much closer. Further experiments will be made.

H. HARBORD, who styled himself as owner of the s.s. *Firth of Beauty* and several other ships, entered Wing-Ke & Co's shop, Nos. 67 and 70 Praya Central, at 3 o'clock on Friday afternoon and asked one of the partners for a loan of \$35. He obtained the money and returned at eight o'clock the same night, asked for a further \$65. On receiving the latter sum, he signed an acknowledgment for \$100 and requested the master of the ship to be on board the following morning so that he would give him some orders to execute. The master boarded the ship accordingly, on seeing the captain was told that Harbord was a passenger and had no connection whatever with the ship. He informed the partner and Harbord was arrested on the Praya at 5.30 on Saturday afternoon, and sentenced by Mr. Sercombe Smith to two months' hard labour.

In a House of Commons on 1st ult., Charles Dilke asked the Under-Secretary for Foreign Affairs whether any arrangements have yet been made for collecting Chinese Custom duties on goods entering Manchuria which have been landed at Dainy; whether a port is allowed an advantage which is refused to Newchwang. The present Lord Cranborne replied, "goods entering via Dainy have free entry into the Highways Charge d'Affaires at Peking." He stated that an agreement has been practically concluded by which a Custom House would be established at Dainy on the same conditions that at Kiaochow. This means that goods ported via Dainy would pay the same duties at Newchwang.

The Chinese deck passenger to and from Bangkok is a more important person than looks, observes the local *Times*. Individually he may not amount to much, but in the aggregate he does a large part of the work of the country and he is also an important asset for the steamship companies. The starting of the Rikman line between Bangkok and the China ports had the immediate effect of bringing about competition for his patronage between that line and the old established liners that have been carrying him for so many years. The cost of a deck passage for some time back has been about \$12, but within the last few weeks it has come tumbling down to \$10, \$8, \$5, \$4, \$3, and it is said that one large party was shipped to China the other day at the attractive rate of a head. Who would not go travelling on these terms? There may be a better time coming when a bonus will be paid, but shouldn't advise prospective deck passengers to wait for it. Meantime the passage money is small, if a little uncertain in amount, and it is to be hoped this will bring about an increased immigration of Chinese coolies.

The N. Y. K. s.s. *Kagoshima Maru* (Yom-
bay Line) left Kobe via Moji for this port on
2nd inst., p.m. and is expected to arrive here
on 3rd inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(From Our Own Correspondent.)

Opium Sales.

CALCUTTA, 4th August, 1903.

The usual auction sale of opium took place to-day, when Patna realized Rs. 1,365 and Benares Rs. 1,400 per chest, showing a rise of Rs. 65 and Rs. 110, respectively, upon the last sale. The usual quantity of 2,000 chests of each quality was sold.

(Reuter's.)

The Royal Visit to Ireland.

LONDON, 2nd August.

Their Majesties the King and Queen met with a most enthusiastic reception at Cork, the Lord Mayor and Corporation participating. The King presented colours to two Irish regiments, and addressed them in felicitous terms, the ceremony being witnessed by a tremendous cheering crowd. Replying to an address wherein references were made to the Irish Land Bill, His Majesty said that he hoped for an equitable settlement of this long standing controversy, and that it would contribute powerfully to the contentment and prosperity of his Irish people. But good laws alone would not suffice; there must be a better industrial training of the young, and a spirit of co-operation among all classes. Their Majesties afterwards embarked on the royal yacht and sailed for Cowes.

It is admitted everywhere in Ireland that the King's sympathy and interest has produced a change of feeling which no legislation could possibly have effected.

A DAY AT HONGKONG—AND A NIGHT AT THE CLUB.

"O Cuc'oo! shall I call thee Bird, or but a wandering voice?"—Wordsworth.

Once again I sit on the river, where the cauli-flowers grew, and I'm plodding over the ocean-solitary, breezy, blue; air quite crisp, exhilarating, brown-sailed junks all wet with dew; atmosphere a trifle clearer, deepening to a tender hue, from the early morning's shadows when 'twas pitiless steel blue. Brings back memories of summer, as a light wind fans your cheek and you watch the junks alabaster, elephants apollo, leek; dancing, dancing, ever dancing, lip and lope the little waves, in this zone you too make merry, Britons never shall be slaves! Gone is now the languorous stillness, clammy, enervating heat; bills give earnest of a coolness, life is livable and sweet; you are moved to envy people blustering in the street. Green-clad mountains, islands, fountains, white surf breaking on the shore—

Smithson, interjecting: "Chuck it, stop it; but, no more!"

If you happen to be revisiting Hongkong after a prolonged absence, you stare, though to stare is vulgar, as the vessel's skirts sweep the long steep slopes that leap upward to the Peak, to see how the place has grown, and you will mourn the loss of the greenward where you played the maternal game of marbles with Yung Lu. In your absence someone has planted houses there, and cries of Knuckle-down are heard no more. It is customary in China to build houses upside down, beginning with the roof first and filling in the foundations when the roof-tree has taken root. But this onward march of civilization in Hongkong has taught them that if they plant a hut it will soon become a cottage; from a cottage a house will spring, which becomes a bungalow by the summer and a palace in a year. It is the same when you traverse the narrow harbour between Green Island and Victoria, the hand of the builder is visible placing bricks above high-water-mark; his feet are down below.

The *Maxilla* steams along at the rate of knots, a skilful steersman dodges the builders as they pop above water, and the dozens of sampans and junks and lighters and launches. Everybody in Hongkong has a launch of his own; some people have a second for Sunday use. Such an one is a friend of ours who put off to meet us and swiftly carried us ashore.

Yes; it was a personal friend who came to meet us—a man known to most of you. You may not believe it, but I assure you it is true. The slowness of the Far East is intolerable; a fact you will appreciate when I tell you that Sir Henry Blake neither sent Military Secretary nor A.D.C. to receive us. Nor did Sweetnam when we were further South. In Sweetnam's case I imagined he might be busy with more "Unaddressed Letters," and said no more. But for Blake it is unpardonable. Someone or other said he was busy marrying his daughter. Marrying a daughter! A mere domestic occurrence to stand in the discharge of an Imperial duty! Far better had he consulted the true interests of Empire by paying up that tribute which is our due! But I am somewhat inclined to the opinion that the fault, to some extent, at all events, lies with the P. and O. in having failed to warn various Colonial and Foreign Governments of our prospective movements. I am loth to believe these insults wholly intentional.

If this is your first visit and you have no occasion to keep out of the way of shopkeepers, whose bills you forgot to pay last time, let us take a walk down Fleet-street. Do you know what Lord Curzon exclaimed when he saw it? No? "Beautiful for situation is Mount Zion. Mark well her bulwarks, consider her palaces, that ye may tell it to the generation following."

His Excellency was quoting the Psalms. For himself he remarked: "It will always remain a marvel to me how from a scorching rock has been evolved the Elysian graces of Hongkong." Hongkong resembles Scotland, in that it stands where it did; but it differs in this wise: Once upon a time Hongkong was a rock. It is a rock still, albeit a beautiful rock, a rock made beautiful by Taipan design together with the hand of Providence and Chinese labour. It was a veritable Alcatraz, a refuge for all the rogues and ruffians of the mainland. For those rogues and ruffians I feel. The man who is accused of a crime is as often as not the man who has been offended against; not the offender. Wherefore it is quite within the limits of possibility, that the Chinamen who carried their slaty blues and pig-tails to Hongkong were the most pure-minded, the most virtuous, energetic, sober, righteous, and godly of all Chinamen, the most vigorous both in body and mind, and Hongkong has benefited thereby.

Hongkong, as doubtless you are unaware, is called the "Island of Fragrant Streams" for the simple reason that it has no streams except such as flow from your umbrella or the house-tops when it rains, and because they are never by any chance fragrant. No more lucid reason was ever offered for the choice of a town-name. Just in the same way I suppose the Sanitary Inspectors of the Kunitzoo Municipality called Inspectors, because they never inspect anything but their "pansa" when they get their "Pugga," and why they always choose either purrquers of pastry-cooks to fill vacancies. Consequently they never get across with their employers individually or collectively over trifling matters, in which less highly trained minions might take an unwholesome delight.

"Isn't the other fellow describe Hongkong for the benefit of the first time visitor, Smithson?"

"No; but I have, Listen:

"The horses, large and handsome, rise tier upon tier, from the Praya at the water's edge on the various scarps that have been cut on the face of the rock only terminating with the Peak itself. (That's good.) Seen from the anchorage by day it has a striking (striking a, ain) effect, but at night (wh in the lake Hesperus has done his breeches) the numerous lights from the straight lines of streets and roads on the lower part to the straggling and lessening bright specks mark the steep ascent until lights and stars seem to blend in unison.

"What do you think of that? Stars and street-lamps seem to blend in unison."

Seems to me the passage should have been quoted rather in proof of the assertion that the accredited stranger find no reason to complain of Taipan hospitality than as a piece of pretty landscape painting.

These little runs ashore; these little runs ashore! They break the monotony of long days at sea—or would do if we had been long days. But they have awful effects on some people.

"What have you got there?"—I asked Smithson suddenly.

"Whisky shoda" was the decidedly incoherent reply; to which he added: "Been to the club with its prompt and spontaneous hospitality." Saw "Watshinane" who used to be Secretary—Honorary Secretary, he corrects me of the Tiffin Club in Bombay. The other Fiers went with him to have tea on the Peak and talk about house-rents.

Poor Smithson struck some Naval men with whom he used to lose golf-balls and break clubs in the wilds of Pali where they have alleged Gowlinks.

"Look here," said Smithson as plainly as he was able, "why do you always say 'struck' when you mean something else?"

"Do I?"

"Yes, you know you do. Just now you said we had struck Hongkong on a phenomenally cool day. We didn't. If we had, there would be a Marine Court of Inquiry, no matter what sort of day it was. You said, last letter, the most impressive sight we struck was a man-of-war. We didn't. If we had, we should have been run down. And now you say I struck those Naval fellows. I emphatically deny that I struck anybody or anything. You are always striking, and are either guilty of some singularly unprovoked assault, which are punishable under the provisions of the Indian Penal Code, or you are disposed in the use of slang which I abominate. It is pardonable enough in an assistant after fame, such as I instance, as Kipling, but utterly past hope of forgiveness in a Proselytist of your pretensions."—a remark I need not say I treated with the contempt so gratuitous a piece of impertinence called for.

But to the Club! That splendid building whose gates are always ajar to the passing stranger and which has more newspapers and magazines than a Borah could cart away in a while-hairy. ("One copy only of the *Golden Penny* and twelve of the *Pink Un*. Could not find the *Sunday at Home*," (interpolates Smithson).

Surely those are not sounds of revelry by night?

"Song and dance," says Smithson. "Ten thousand miles away! Don't you hear it? We'll be once more for England's shore, ten thousand miles away!"

Sounds like merriment; but it can't be, for here talk in the twilight on the verandah inevitably drifts to politics!

"To what?" demands the incredulous one.

"Politics," I reply.

"Pöldevil," said he; though I knew not what he meant, and was glad that he went below to spoil some other people's game of "Bridge."

We talked of the famine in Kwangsi and of the plague in Hongkong. Forgetful that Hongkong taught us how to deal with plague. I was holding forth as to what should be done, when a friend I had fancied far away in Eng-

lan I brought me out of the maze by starting a discussion on the defences. (For my views see my lecture "Five Minutes in a Tea-shop," read before the Neurotic Purdahashins in Bombay.) Unless my memory is at fault the garrison is too, and military experts have wrangled over the defences for years. Those who condemn them have memories no less liable to be wrong than the generality of people. Mark ye. In addition to her garrison and her ships on the China station she has soldier citizens some of whom received their military training in Bombay. Moreover, they have a band which is superior to none. Not a band in the service can beat it at coon songs, and it can play a cakewalk as well as others can. That done, it can play the same again as an encore, and if that doesn't constitute a sufficiently strong military defence for any maritime station you may tell me what does!

Then we talked of revenue and settlement. I cannot describe their system at all, as I was listening to the latest political story at the time somebody was endeavouring to describe the difference between a zemindar and a zamindar. But it seems to me the shortest way out of the difficulty is—

"The good old rule the simple plan: That he shall take, who has the power, And he shall keep—who can."

If the Chinese invade the Peak, turn 'em out of it. That is the simplest way, don't grouse about it. As to house-rents, I have no sympathy with a man who complains of his rent. In the first place "Base is the slave who pays," and in the second, the man who lives in a house he can't afford to pay for (for too worldly landlord insists) is a stoopid whom it is gross flattery to call an owl. Still one has to pretend to sympathise with them out of sheer politeness— which really pays best in the end, and if they have to pay heavy house-rents in Hongkong, so have we in Bombay. So we shall have to until after the next mutiny when things will be altered—but considering that mutiny won't come until a Bengali Babu is Secretary of State for the Colonies, many things will happen before that.

You may smile in Hongkong or roar in Bombay. A man may smile, and smile and be a villain. The place is swarming with Chinamen. They are over-running the funicular railway and driving in motor-cars over the sides. Rich merchants and bankers are lending them funds to do it with. What's to become of our sons? What's to become of our daughters? What's to be done with Kowloon? You strain at a cat and swallow enamel; you who believe in the equality of all men. Friends, Romans, Chinamen, lend me your ears. Woe unto you, woe unto you! Woe! This is no fancy picture—

"Whoever said it was?" inquires Smithson. "Keep your hair on, old chap; you'll want it in Siberia, and if Hongkong does let Chinamen go up the Peak and love its fathers and mothers instead of cursing them as you wish, what the—does it matter to you?"

—time is out of joint?"

"I tell you it's no fancy picture!"

"Shurrup, there's a good fellow. You'll be all right in the morning."

P.S.—Must apologise for writing this letter.

"That's what you're paid for," says Smithson; all unconscious of a recent finding.

Must apologise for the date. The Other

Fellows wrote from Singapore on May 30th and managed somehow or other to turn back the wheels of time, so as to reach Hongkong by May 5th. That comes of wandering due north.

Further I wish to say that a war is a wharf, to debarter is to burble; to shope is to shop and slope, i.e. to purchase without paying—the choice words and measured phrases above the reach of ordinary men. The missing line I cannot supply. Teufels dröckh was a supposititious idiot, who looked through your coat at the skin which is covered, so will have a very sorry time alone with the stars. And finally that although it is not too late now, it may be soon.

"Too late, too late!" It is a tragic, thrilling, terrible cry, my brethren, my brethren who have gone before. Still in comparison it is insignificant meaningless; it's nothing to these—whether applied to the Peak in Hongkong, or the Peak in Derbyshire, to Kowloon, the new territory or the old—the saddest words by shore or sea.

IT AM, BUT DIDN'T OUGHTER BE!

—Fixe hang.

COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	193/6
Bank Bills, on demand	191
Credits, 4 months' sight	191/9
Diments 4 months' sight	191/16
ON HOLLAND, (demand)	M. 80 1/2
ON PARIS, Bank Bills, on demand	223
Credits, 4 months' sight	226
ON NEW YORK, Bank Bills, on demand	43
Credits, 30 days' sight	43 1/2
ON BOMBAY, Telegraphic Transfer	132
On demand	132 1/2
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private 30 days' sight	norm.
ON YOKOHAMA, T.T.	85 1/2
Sovereigns, Bank's Buying Rate	\$114 1/2
Gold Leaf 100 touch, per tael	\$59 55
Par Silver	25 51/16

OPIUM QUOTATIONS.

To-day's quotations are as follows—	Per chest
MALWA NEW	@ 940/950
LAST YEAR	@ 981/1020
OLDEST	@ 1000/1050
PATNA NEW	@ 950/960
OLD	@ 1075
BENARES NEW	@ 1070
OLD	@ 1080
PERSIAN (PAPER)	@ 780/830

ASK FOR ASAHI JAPANESE BEER—G. Giraull.

To-day's Advertisements.

SPECIAL AND IMPORTANT NOTICE.

RE-OPENING OF THE THEATRE ROYAL.

MONDAY, 10TH AUGUST, 1903.
THE advent of the POLLARD FARCE-COMEDY CO. will signalise the re-opening of the Theatre Royal, which has been greatly altered, re-decorated, ventilated, and installed with a complete electric-light plant making it the COOLEST THEATRE IN THE ORIENT.

PRELIMINARY ANNOUNCEMENT.

THEATRE ROYAL.

UNDER THE DIRECTION OF CHARLES A. POLLARD.
BUSINESS MANAGER.....ALICE MIDDLETON.
GENERAL MANAGER.....JAMES MACNAHON.

AN IMPORTANT AMUSEMENT EVENT.

POSITIVELY A SHORT SEASON,
Commencing
MONDAY, 10TH AUGUST, 1903.

POLLARD'S ENGLISH FARCE-COMEDY COMPANY,
INCLUDING
EDWARD NABLE
(The Popular Comedian),
and a perfect Company of carefully selected Artists.

Mr. Pollard announces with much satisfaction that, encouraged by the splendid and unprecedented success attending his Juvenile Comic Opera Season in Hongkong, he has completed arrangements for another exceptional amusement attraction (not Juvenile); namely, a Season of English Farce-Comedy. The Company includes the very best Comedy Artists obtainable, having an unique and attractive repertoire of the very latest up-to-date Comedies, each having the seal of universal appreciation from the leading theatres of the English-speaking world. Full particulars of the Company will be published in an early date. The following great successes will be presented:

"MY FRIEND FROM INDIA"
"MY SOLDIER BOY"
"WHAT HAPPENED TO JONES"
"TOM, DICK AND HARRY"
"WHY SMITH LEFT HOME," &c.
The above delightful Comedies will follow each other in quick succession. Absolutely no expense has been spared. NEW AND ELABORATE SCENERY, Properties, and Furniture for each production. All productions will be under the personal supervision of MR. EDWARD NABLE.

Plan of Reserved Seats at the Robinson Piano Co., Ltd.

Prices.....\$2, 3, and 1.
Hongkong, 4th August, 1903. [933e]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 1st day of October, 1903, at NOON, when the SUBJOINED RESOLUTIONS will be proposed, viz:—

1. That the Capital of the Company "be increased from \$300,000 (divided into 100,000 shares of \$30 each) to \$1,500,000 (divided into 50,000 shares of \$30 each) by the creation of 50,000 "of \$30 shares of \$30 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be \$1,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year, such such "profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation at SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened. Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON,
General Managers.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "KIAUTSCHOU,"

of the HAMBURG-AMERIKA LINE, Captain Behrens, will leave for the above places TO-MORROW, the 5th instant, at 10 A.M.

NORDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 4th August, 1903. [933c]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI KOBE AND YOKOHAMA.

THE Company's Steamship "CALEDONIAN,"

Captain Marcantetti, will be despatched for the above Ports, on or about MONDAY, the 10th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 4th August, 1903. [1004c]

To-day's Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 10 per cent. or \$1.50 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held this Day, will be PAYABLE at the HONGKONG AND HANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 5th August, 1903.

Shareholders are requested to apply to the Office of the Company for WARRANTS. By Order of the Board of Directors, J. GOOSMANN, Acting Secretary.

Hongkong, 4th August, 1903. [933d]



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of August, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Shaikwan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor or His Majesty the KING, for one further term of 75 years.

No. of the Lot.	Locality.	Boundary Measurements.				Current Annual Rent.	Upset Price.
		ft.	in.	ft.	in.		
1. Shaikwan, Lot No. 306 and 307.	Shaikwan.	100	00	70	00	6,300	44
		100	00	70	00	1,500	20

Hongkong, 4th August, 1903. [933e]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship "BENLEDI,"

Captain D. Clark, will be despatched as above on or about THURSDAY, the 6th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th August, 1903. [818e]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "CAPRI,"

Captain Belsito, will be despatched as above on WEDNESDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 4th August, 1903. [937e]

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship "EMPIRE,"

Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 12th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th August, 1903. [930e]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th August, 1903. [934e]

To-day's Advertisements.

BOXING.

AT THE CITY HALL, AUGUST 8TH, 1903.

THE PROGRAMME for that night will be as follows:—

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUR.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"TEUCER"	On 10th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEV"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

S.S. "TEUCER" from Singapore is due here 10th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	"STENTOR"	On 5th August.
MARSEILLES, L'DON & A'WERP.	"TYDEUS"	On 10th August.
MARSEILLES, L'DON & A'WERP.	"DIOMED"	On 20th August.
MARSEILLES, L'DON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, L'DON & A'WERP.	"KINTUCK"	On 15th September.
MARSEILLES, L'DON & A'WERP.	"PINGSUEV"	On 22nd September.
MARSEILLES, L'DON & A'WERP.	"GLAUCUS"	On 29th September.
MARSEILLES, L'DON & A'WERP.	"DEUCALION"	On 6th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 10th August.
S.S. "AJAX" sailed from Victoria, B.C., on the 16th July for Japan Ports and Hongkong.	"DEUCALION"	On 6th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th August, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"HUMAN"	5th August.
MANILA	"TSINAN"	10th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	10th "
MANILA	"SUNGKIANG"	12th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—RED "C" SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

— For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st August, 1903.

Hongkong-Manila

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 8th Aug., at 30 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 15th Aug., at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st August, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations	Steamers	Captains	Sailing Dates
FOR TAMSUI	"DAIJI MARU"	T. Ogata	SUNDAY, 9th Aug.
FOR ANPING	"MAIDZURU MARU"	T. Saito	SUNDAY, 9th Aug.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	WEDNESDAY, 12th Aug.
FOR FOCHOOW	"ANPING MARU"	J. Goto	SUNDAY, 16th Aug.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 5, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 4th August, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

The Splendid New Steel Twin Screw Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUZECANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"SAINT BEDE"	8th Aug.
"MOGUL"	15th Aug.
"BRAEMAR"	22nd Aug.
"SATSUMA"	29th Aug.
"SHIMOSA"	5th Sept.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 27th July, 1903.

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"BARON DRIESEN,"

Captain Laurent, will be despatched as above on or about THURSDAY, the 20th August, to be followed by the s.s. "NORDRYN" later.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 27th July, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain | Tons | Sailing Date || ROSETTA MARU | H. S. Smith | 3,876 | THURSDAY, 6th August, at 11 A.M. |
| ROHILLA MARU | E. P. Bishop | 3,869 | TUESDAY, 11th August, at 11 A.M. |

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 29th July, 1903.

FOR CHEMULPO, DALNY AND PORT
ARTHUR.

Calling at SHANGHAI.

THE Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above Ports on SUNDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 3rd August, 1903.

"SHIRE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cuny, will be despatched as above on or about MONDAY, the 24th August.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 30th July, 1903.

A WONDERFUL DISCOVERY.

This is the great discovery of the century, which has been made by the scientific method of the late Dr. J. C. Watson, of the University of London, and is the result of his long and arduous researches into the nature of the human body, and the discovery of the true cause of all diseases, and the means of curing them.

The discovery is of the greatest importance, and will revolutionize the whole of medicine, and will save millions of lives.

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HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

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DEPARTURE from Hongkong (on Week Days) at 7.30 A.M., (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

WHARF opposite Central Market.

The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

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SAM WANG & CO., LD.,

81, Queen's Road Central,

Hongkong, 24th June, 1903.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports, on THURSDAY, the 6th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,

General Managers.

Hongkong, 3rd August, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-
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CALLING AT SINGAPORE, PENANG, CAL-
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(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

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"MARQUIS BACQUEHEM,"

Captain Raskevich, will be despatched as above on THURSDAY, the 20th August, P.M.

For Information as to Passage and Freight apply to

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Agents.

Hongkong, 27th July, 1903.

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Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain | Tons | Sailing Date || ROSETTA MARU | H. S. Smith | 3,876 | THURSDAY, 6th August, at 11 A.M. |
| ROHILLA MARU | E. P. Bishop | 3,869 | TUESDAY, 11th August, at 11 A.M. |

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 29th July, 1903.

FOR CHEMULPO, DALNY AND PORT
ARTHUR.

Calling at SHANGHAI.

THE Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above Ports on SUNDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 3rd August, 1903.

"SHIRE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cuny, will be despatched as above on or about MONDAY, the 24th August.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

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Hongkong, 30th July, 1903.

A WONDERFUL DISCOVERY.

This is the great discovery of the century, which has been made by the scientific method of the late Dr. J. C. Watson, of the University of London, and is the result of his long and arduous researches into the nature of the human body, and the discovery of the true cause of all diseases, and the means of curing them.

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Meteorological signals are hoisted on the

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A DRUM indicates a typhoon to the East-

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July 25th.

R. G. HECKFORD,
MANAGER.